



**CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY**

**BRIEFING: AUGUST 4<sup>TH</sup> EXECUTIVE/ADMINISTRATIVE COMMITTEE MEETING AGENDA ITEM #5**

**TO:** Chairman Pringle and Authority Board Members

**FROM:** Roelof van Ark, CEO

**DATE:** 7/30/2010

**RE:** HST Station Area Development Policies

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**Discussion:**

At the May 14, 2008 Authority Meeting the Board adopted the “HST Station Area Development Policies” which was incorporated into the Bay Area – Central Valley Program Environmental Impact Report/Environmental Impact Statement. This policy recognizes the importance of transit-oriented development and value-capture at and around station sites that support and promote HST ridership. The policy was created in order for the selected communities to begin analyzing the best possible facets of their respective HST Station and its surrounding locale. In turn the Authority committed to utilizing its resources, both financial and otherwise, to encourage the implementation of transit-oriented development, smart growth principles, and value capture at and near HST stations.

The goal of the Authority in regards to HST Station Area Development is to have the local authorities go beyond the basics in design & development of their Station Area and plan for a greater vision that takes full advantage of this new transportation alternative within their geographical region. In turn, the Authority will provide matching funds of up to 20% of the study, not to exceed \$200,000.00, to assist in the planning & development phase of the HST Station Area. These funds are not for physical construction but for study, research, and planning of their local HST Station Area.

The Authority recognizes the unique situation within each city’s infrastructure growth and planning and will therefore limit their role to one of an “Advisory” position; thereby, not restricting the ideas of each community but encouraging grand designs for the city’s respective HST Station and contiguous surroundings.

**Recommendation**

Staff recommends the Board delegate to the Chief Executive Office the authority to negotiate and enter into agreements with communities for the purpose of carrying out the guideline set forth in the Board adopted HST Station Area Development Policies.

**Attachments:**

- ✓ HST Station Area Development Policies – Adopted May 14, 2008
- ✓ Chapter 6 – HST Station Area Development – Bay Area/Central Valley Program EIR/EIS
- ✓ Resolution HSRA11-07

## HST Station Area Development Policies

The Authority is proposing to build a high-speed train system to provide intercity and interregional mobility to the California residents that will inhabit the state in 2020 and for decades thereafter. For the high-speed train to be more useful and yield the most benefit, it is important that the stations be placed where there will be a high density of population, jobs, commercial activities, entertainment and other activities that generate personal trips. The success of HST is highly dependent on land use patterns that also reduce urban sprawl, reduce conversion of farm land to development, reduce vehicle miles traveled by automobiles, and encourage high-density development in and around the HST station.

As part of the statewide program EIR/EIS process preferred HST station locations have been selected, and as part of the Bay Area to Central Valley Program EIR/EIS process, preferred HST station locations have been identified. HST station locations were selected based in part on their ability to provide linkage with local and regional transit, airports, and highways – each station would be a multi-modal transportation hub. Most of the potential stations identified for further evaluation are located in the heart of or near the downtown/central city areas of California's major cities. By eliminating potential *greenfield* sites<sup>1</sup>, the Authority has selected a proposed HST system that meets the objectives of minimizing potential impacts on the environment and maximizing connectivity with other modes.

The Authority's objectives for station location and development around stations are similar to those who advocate for more transit-oriented development and higher density urban cores around the train station. This offers an opportunity for the Authority to work cooperatively with local governments, environmental and public interest groups, developers and others to pursue these common development objectives.

In pursuing a profitable and successful HST system, the Authority will utilize its resources, both financial and otherwise, to encourage the characteristics listed below for land use development in and around its station. The Authority recognizes that the actual land use decisions will be made by local communities and the real estate market. HST stations, by their nature will be the most effective and powerful tool to create the market conditions that attract basic sector jobs to the station areas and will encourage the following development patterns:

- Higher density development in relation to the existing pattern of development in the surrounding area, along with minimum requirements for density.
- A mix of land uses (e.g., retail, office, hotels, entertainment, residential) and a mix of housing types to meet the needs of the local community.
- A grid street pattern and compact pedestrian-oriented design that promotes a walking, bicycle and transit access with streetscapes that include landscaping, small parks, and pedestrian spaces.
- Context-sensitive building design that considers the continuity of the building sizes and that coordinates the street-level and upper-level architectural detailing, roof forms, and the rhythm of windows and doors should be provided. New buildings should be designed in relation to public spaces, such as streets, plazas, other open space areas, and public parking structures.
- Limits on the amount of parking for new development and a preference that parking be placed in structures. TOD areas typically have reduced parking requirements for retail, office, and residential uses due to their transit and bicycle access and walkability. Sufficient

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<sup>1</sup> Sites in rural areas with very limited or no existing infrastructure.

train passenger parking would be essential to the system viability, but this would be offered at market rates (not free) to encourage the use of access by transit and other modes.

Approved: 6 – 0  
Date: 5/14/08



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

**Resolution #HSRA11-07**  
**HST Station Area Development Policy**

Whereas the Board adopted a HST Station Area Development Policy on May 14, 2008,

Whereas the HST Station Development Policy committed to utilizing its resources, both financial and otherwise,

Whereas the high-speed train system will benefit from cooperation between the Authority and local communities with regard to the study of HST station area development,

Therefore it is resolved,

The Board delegates to the Executive Director/Chief Executive Officer the authority to negotiate and enter into funding agreements with communities relative to HST station area development,

The agreements are consistent with the HST Station Development Policy and will provide assistance to the Authority in its planning process,

The funding of the agreements will be limited to 20% of the total cost for the study and will not exceed \$200,000.00.

Vote:

Date:

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